



Cyborg Intake System

“The World’s First Tuned air Intake System!”
 Factory safe air/fuel ratio’s for Optimum performance
 Injens tuning process covered by three U.S. Patents

Part number SP1974

2007-2012 Nissan Altima Sedan
 2008-2012 Nissan Altima Coupe
 2.5L, 4 cyl.
ALL Models

- 1- MR Tech short ram intake
- 1- 3" **Injen/AMSOIL dry** filter (#1014)
- 1- 2 3/4" straight hose (#3043)
- 1- heat shield (#HS5000BLK/P)
- 3- 5/16" flange bolt (#6019)
- 3- Composite H/S clamps (#4010)
- 1- m6 standard vibra-mount (#6020)
- 2- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 2- Power-bands (.312) .040 (#4003)
- 1- Wire Tie (#8014)
- 1- 4 page instruction

Note: The C.A.R.B Exempt sticker must be attached under the hood in a manner such that it is easily viewed by an emissions inspector

Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot. Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased. Injen Technology 244 Pioneer Place Pomona, CA 91768 USA

Please check the contents of this box immediately.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts. The use of any other filter or part will void the warranty and CARB exemption number.

Parts and accessories are available on line at "Injenonline.com"

The following vehicles are excluded from this Executive order number:

These vehicles will be considered to be for off road use only, Look for the following engine test group numbers listed below:

The following vehicles will not be CARB exempt:

- 2007 Altima LEV2, SULEV Engine test group numbers 7NSXV02.585A
- 2008 Altima LEV2, SULEV Engine test group numbers 8NSXV02.585A
- 2009 Altima LEV2, SULEV Engine test group numbers 9NSXV02.585A
- 2010 Altima LEV2, SULEV Engine test group numbers ANSXV02.585A
- 2011 Altima LEV2, SULEV Engine test group numbers BNSXV02.585A

Note: Vehicles excluded from this Executive Order Number are not legal for sale or for use on any vehicle registered with the California Department of Motor Vehicle and any other state adopting to California emissions standards. The use of this device on public streets or highways is strictly prohibited on vehicles in California and others states that have adopted California emission regulations. Legal in California for use on race vehicles only.

Note: Injen strongly recommends that this system be installed by a professional mechanic.



Figure 1



Figure 2

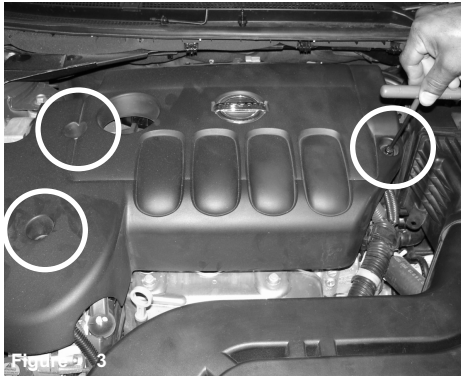


Figure 3
Using a 5mm allen wrench, remove all three m6 bolts from the engine cover.



Figure 4
Once all three bolts are removed, continue to pull the engine cover from the air intake manifold and valve cover.

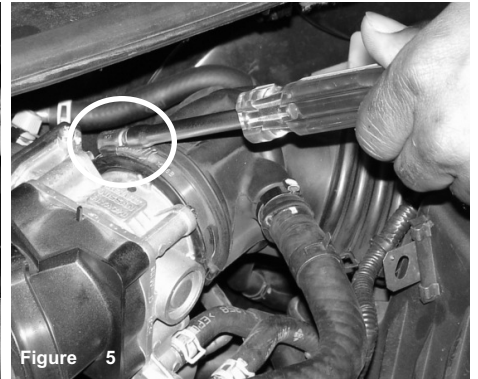


Figure 5
Use an 8mm nut driver or screwdriver to loosen the throttle body clamp.



Figure 6
Press the clip on the harness connector and pull the electrical harness from the mass air flow sensor.



Figure 7
Depress the tension clamp on the crank case breather hose and pull it away from the crank case vent box.

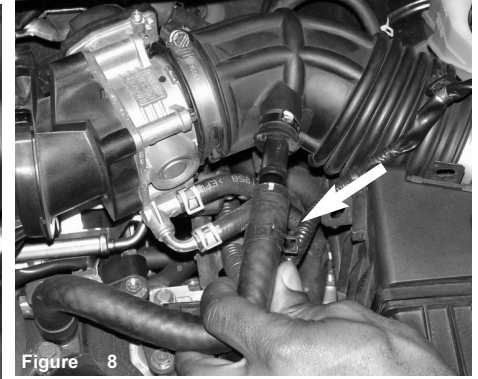


Figure 8
Once the tension clamp is pulled away, continue to pull the hose away from the CCV box.



Figure 9
Unscrew the two bolts that secure the mass air flow sensor to the sensor housing.

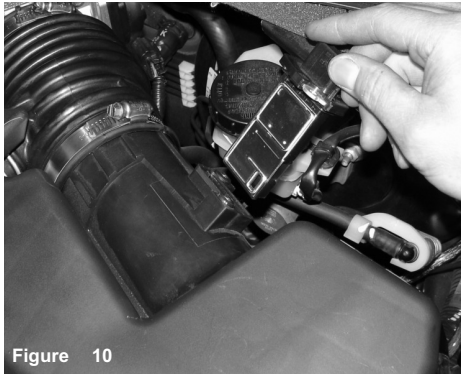


Figure 10
Once you have removed the two bolts, continue to pull the mass air flow sensor out of the sensor housing. This mass air flow sensor will be used later in the installation.



Figure 11
A 10mm socket and ratchet is used to remove an m8 bolt (A). The m8 bolt is located just behind the top air box on the right hand side (B).



Figure 12
Once bolts and clamps have been removed or loosened, continue to pull the entire air intake box and air intake tract from the engine compartment.



Figure 13
Press the 2 3/4" straight hose over the throttle body and use two power bands. The power band on the throttle body is tightened at this point.

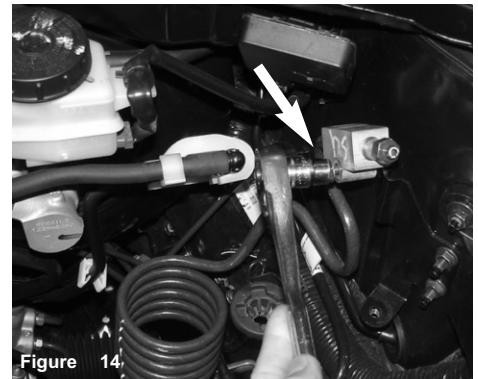


Figure 14
Manual Transmissions only: Remove the 10mm bolt on the brass bleeder valve on the driver's side shock tower.

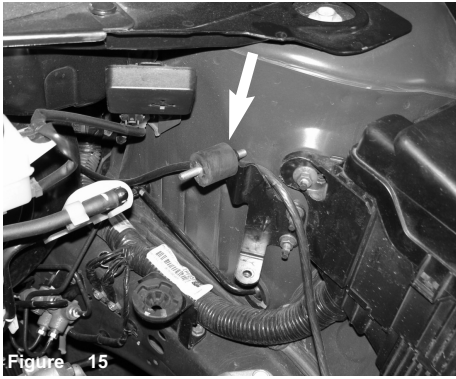


Figure 15

Manual and auto transmission: Place the vibra-mount onto the bracket located on the driverside strut tower. This is where the bleader valve was bolted onto on the manual transmission.



Figure 16

Lower the air intake pipe into the engine compartment and press the smaller end of the pipe into the throttle body hose.



Figure 17

The intake is now attached to the throttle body.



Figure 18

Manual and auto transmission: Align the 3/8" hole on the intake bracket to the vibra mount from figure 15.



Figure 19

Manual and auto transmission: The m6 flange nut and fender washer is used to fasten the air intake to the vibra-mount stud.



Figure 20

Manual and auto transmission: Use a 10mm wrench and secure the 10mm nut to the intake bracket

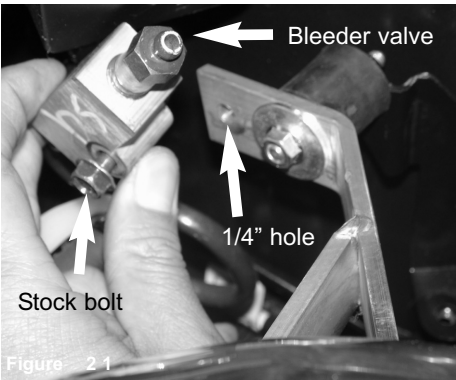


Figure 21

Manual transmission only: Use the stock bolt and place the brass bleeder valve onto the 1/4" hole on the intake bracket

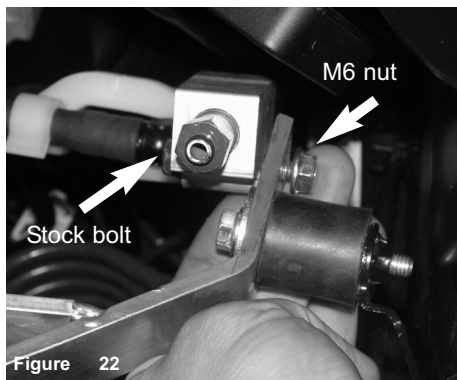


Figure 22

Manual transmission only: Place a M6 nut onto the stock bolt securing the bleeder valve to the intake bracket. Use a 10mm socket and tighten the bolt to secure the valve to the intake bracket.



Figure 23

Manual transmission only: Bleeder valve shown secured to the intake bracket.

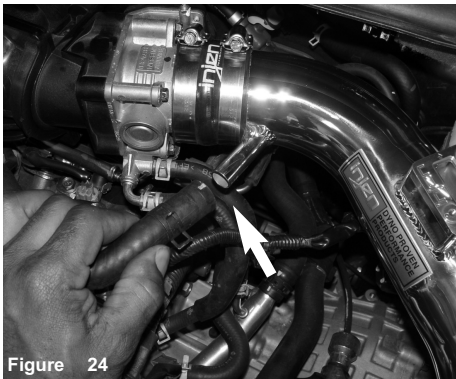


Figure 24

Align the crankcase vent hose to the intake port as shown above.



Figure 25

Once the crankcase vent hose has been pressed into the intake port, continue to re-use the tension clamp to secure the hose in place.

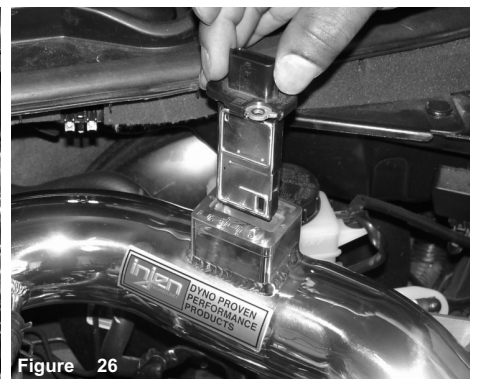


Figure 26

Insert the original mass air flow sensor into the machined billet sensor adapter.



Figure 27

Once the mass air flow sensor is sitting flush with the billet sensor adapter, use a phillips screw driver to secure the MAF sensor to the adapter.



Figure 28

Take the MAF sensor harness and press it over the mass air flow sensor. Press all the way down until you hear the clip snap the two together.

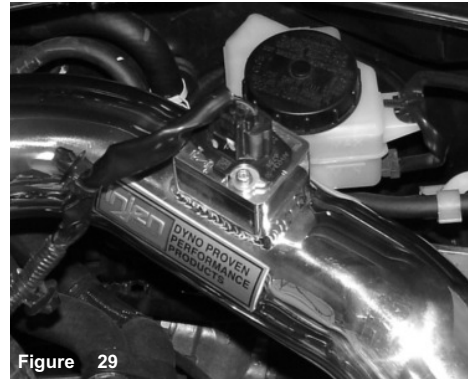


Figure 29

The electrical sensor harness is now reconnected to the mass air flow sensor.

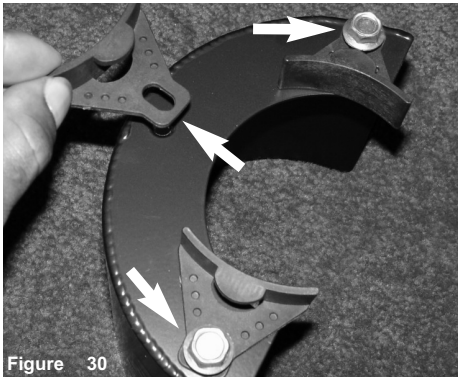


Figure 30

The composite brackets are aligned to the press nuts on the heat shield and the 5/16" flange bolts are used to fasten the brackets to the heat shield.

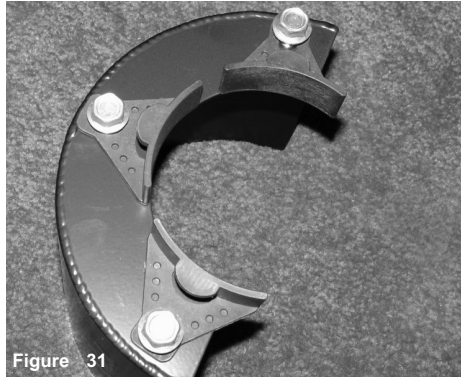


Figure 31

The composite brackets are in place over the heat shield and the 5/16" flange bolts are securing the brackets.



Figure 32

The filter neck is now slip between the composite brackets. The brackets are slotted for easy adjustment of the brackets.

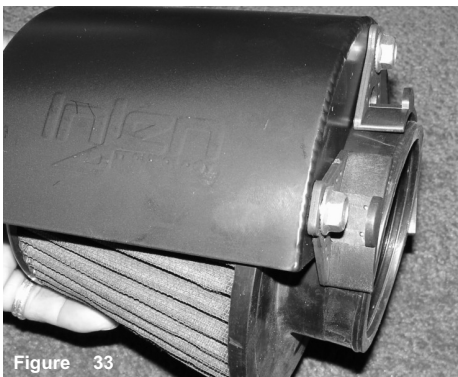


Figure 33

The composite brackets should fit snug around the filter neck as shown above.

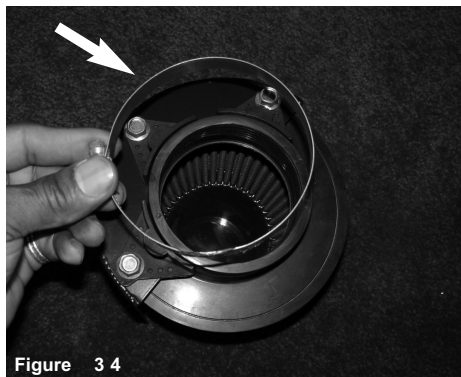


Figure 34

With the composite brackets around the filter neck, continue to slip the filter clamp over the composite brackets and filter neck.



Figure 35

The clamp is now fitted around the brackets and filter neck.



Figure 36

Take the assembled filter and heatshield and lower it into the engine compartment.



Figure 37

With the heat shield facing down or towards the transmission, press the assembled filter and shield over the end of the intake.



Figure 38

Once the intake is sitting flush up against the filter stops, continue to tighten the filter clamp.

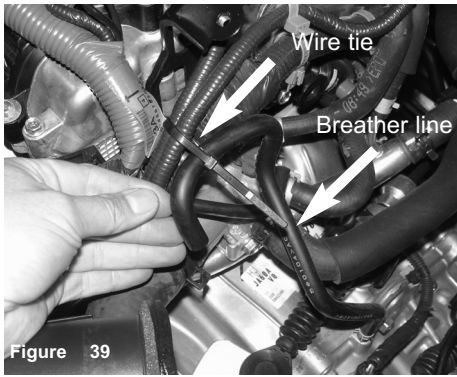


Figure 39
Manual transmission only: Use a wire tie to secure the transmission breather line to the engine harness



Figure 40
 The engine cover is placed over the engine to its original position.

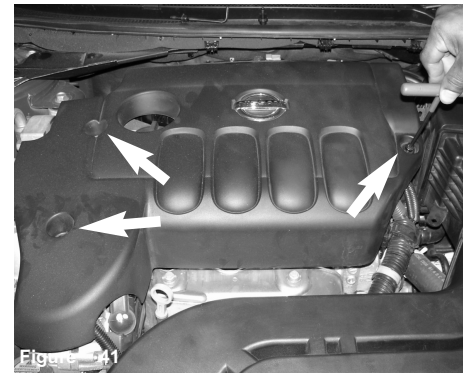


Figure 41
 The three stock m6 bolts are used to fasten the engine cover again.



Figure 42
 adjust the entire intake for the best possible fit. Once you have made proper clearance through-out the intake and heat shield, continue to tighten all nuts, bolts and clamps.



Figure 43
 Periodically, check the fitment of the intake and heat shield. Normal wear and tear may causes shifting of the intake that may cause damage to the intake. Failure to perform monthly preventative maintenance will void the warranty of this intake system.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen filter (can be bought on-line at "injenonline.com"). Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.